

IN THE CLAIMS:

Claims 1-22 (Canceled).

23. (Currently Amended) An emergency navigational system that at least partially controls the navigation of ~~the~~ an aircraft comprising a comparator device that compares actual flight parameter data at a particular time, at a particular location, or combinations thereof to predefined flight parameter data for said particular time, said particular location, or combinations thereof, and a navigational controller that takes control of at least one navigational control of said aircraft after said data compared by said comparator deviates beyond a ~~defined~~ predefined value.

24. (Currently Amended) The emergency navigational system as defined in claim + 23, wherein said actual flight parameter data includes data selected from the group consisting of GPS position data, airspeed, altitude, date, time, aircraft flap position, aircraft orientation, and combinations thereof.

25. (Currently Amended) The emergency navigational system as defined in claim + 23, wherein said predefined flight parameter data includes data selected from the group consisting of GPS position data, airspeed, altitude, date, time, aircraft flap position, aircraft orientation, and combinations thereof.

26. (Currently Amended) The emergency navigational system as defined in claim + 23, wherein said navigational controller controls at least one navigational control to at least partially

cause said aircraft to at least temporarily cease deviating beyond said ~~defined~~ predefined value.

27. (Currently Amended) The emergency navigational system as defined in claim ~~1~~ 23, wherein said navigational controller controls at least one navigational control to at least partially cause said aircraft to at least temporarily follow a new predefined preprogrammed flight path.

28. (Currently Amended) The emergency navigational system as defined in claim ~~1~~ 23, wherein said navigational controller releases control of said at least one navigational control after receipt of a release signal from a security controller.

29. (Previously Presented) The emergency navigational system as defined in claim 28, wherein said release signal at least partially originates from a location remote to said aircraft.

30. (Previously Presented) The emergency navigational system as defined in claim 28, wherein said release signal at least partially originates from said aircraft.

31. (Currently Amended) The emergency navigational system as defined in claim ~~1~~ 23, including a database that at least partially stores said predefined flight parameter data prior to flight of said aircraft.

32. (Previously Presented) The emergency navigational system as defined in claim 31, wherein said database is at least partially removable from said aircraft.

33. (Currently Amended) The emergency navigational system as defined in claim + 23, including an aircraft regulator that limits operation of at least one aircraft device on said aircraft while said navigational controller is controlling at least one of said navigational controls, said aircraft device including an aircraft door, an aircraft hatch, aircraft elevators, aircraft lights, aircraft electronic systems, aircraft environmental controls, and combinations thereof.

34. (Currently Amended) The emergency navigational system as defined in claim + 23, wherein said navigational control includes control of aircraft rudder, aircraft flap, landing gear, aircraft speed, exterior lighting, aircraft engine operation, aircraft fuel control, and combinations thereof.

35. (Currently Amended) The emergency navigational system as defined in claim + 23, wherein at least a portion of said emergency navigational system is located in a cockpit of said aircraft and at least a portion of said emergency navigational system is located remotely of said cockpit, said portion of said emergency navigational system located in said remote location from the cockpit having sufficient components, sufficient predefined flight parameter data, or combinations thereof control said aircraft.

36. (Currently Amended) The emergency navigational system as defined in claim + 23, including a secondary emergency navigational system that at least partially performs at least one function of said emergency navigational system when at least one function of said emergency navigational system fails.

37. (Previously Presented) The emergency navigational system as defined in claim 36, wherein at least a portion of said secondary emergency navigational system is positioned in a location remote of said cockpit.

38. (Currently Amended) The emergency navigational system as defined in claim + 23, including a security analyzer to verify signals to said emergency navigational system from a location remote to said aircraft.

39. (Currently Amended) The emergency navigational system as defined in claim + 23, wherein said ~~defined~~ predefined value is constant for at least one flight parameter.

40. (Currently Amended) The emergency navigational system as defined in claim + 23, wherein said ~~defined~~ predefined value is not constant for at least one flight parameter.

41. (Currently Amended) The emergency navigational system as defined in claim + 23, wherein said navigational controller takes control of said at least one navigational control after said compared data has remained beyond said ~~defined~~ predefined value for a predetermined amount of time.

42. (Currently Amended) The emergency navigational system as defined in claim + 23, including a transmitter that transmits real time navigational data of said aircraft to a location remote of said aircraft during the time said navigational controller controls at least one of said navigational

controls.

43. (Currently Amended) The emergency navigational system as defined in claim 1 23, including a fuel controller to at least partially expel fuel from said aircraft after said navigational controller controls at least one of said navigational controls.

44. (Currently Amended) The method of at least partially controlling an aircraft that has deviated from at least one predefined flight parameter comprising:

a. including at least one predefined flight parameter for at least a portion of a flight path of said aircraft into a database, said predefined flight parameter corresponding to a particular location, to a particular time, or combinations thereof;

b. monitoring at least one flight parameter during the flight of said aircraft which corresponds to said at least one predefined flight parameter;

c. comparing said at least one predefined flight parameter to said corresponding monitored flight parameter; and,

d. causing an emergency navigational system to activate a navigational controller ~~upon~~ after determining said monitored flight parameter exceeds a predefined deviation from said predefined flight parameter, said navigational controller at least partially controlling the navigation of said aircraft after being activated.

45. (Previously Presented) The method as defined in claim 44, wherein said monitored flight parameter data includes data selected from the group consisting of GPS position data, airspeed,

altitude, date, time, aircraft flap position, aircraft orientation, and combinations thereof.

46. (Previously Presented) The method as defined in claim 44, wherein said predefined flight parameter data includes data selected from the group consisting of GPS position data, airspeed, altitude, date, time, aircraft flap position, aircraft orientation, and combinations thereof.

47. (Currently Amended) The method as defined in claim 44, wherein said navigational controller controls at least one navigational control to at least partially cause said aircraft to at least temporarily cease deviating beyond said ~~defined value~~ predefined deviation.

48. (Currently Amended) The method as defined in claim 44, wherein said navigational controller controls at least one navigational control to at least partially cause said aircraft to at least temporarily follow a new ~~predefined flight~~ preprogrammed path.

49. (Previously Presented) The method as defined in claim 44, wherein said navigational controller releases control of said at least one navigational control after receipt of a release signal from a security controller.

50. (Currently Amended) The method as defined in claim ~~47~~ 49, wherein said release signal at least partially originates from a location remote to said aircraft.

51. (Currently Amended) The method as defined in claim ~~47~~ 49, wherein said release

signal at least partially originates from said aircraft.

52. (Previously Presented) The method as defined in claim 44, including a database that at least partially stores said predefined flight parameter data prior to flight of said aircraft.

53. (Previously Presented) The method as defined in claim 52, wherein said database is at least partially removable from said aircraft.

54. (Previously Presented) The method as defined in claim 44, including an aircraft regulator that limits operation of at least one aircraft device on said aircraft while said navigational controller is controlling at least one of said navigational controls, said aircraft device including an aircraft door, an aircraft hatch, aircraft elevators, aircraft lights, aircraft electronic systems, aircraft environmental controls, and combinations thereof.

55. (Previously Presented) The method as defined in claim 44, wherein said navigational control includes control of aircraft rudder, aircraft flap, landing gear, aircraft speed, exterior lighting, aircraft engine operation, aircraft fuel control, and combinations thereof.

56. (Currently Amended) The method as defined in claim 44, wherein at least a portion of said emergency navigational system is located in a cockpit of said aircraft and at least a portion of said emergency navigational system is located remotely of said cockpit, said portion of said emergency navigational system located in said remote location from the cockpit having sufficient

components, sufficient predefined flight parameter data, or combinations thereof to control said aircraft.

57. (Previously Presented) The method as defined in claim 44, including a secondary emergency navigational system that at least partially performs at least one function of said emergency navigational system when at least one function of said emergency navigational system fails.

58. (Previously Presented) The method as defined in claim 57, wherein at least a portion of said secondary emergency navigational system is positioned in a location remote of said cockpit.

59. (Previously Presented) The method as defined in claim 44, including a security analyzer to verify signals to said emergency navigational system from a location remote to said aircraft.

60. (Currently Amended) The method as defined in claim 44, wherein said ~~defined value~~ predefined deviation is constant for at least one flight parameter.

61. (Currently Amended) The method as defined in claim 44, wherein said ~~defined value~~ predefined deviation is not constant for at least one flight parameter.

62. (Currently Amended) The method as defined in claim 44, wherein said navigational

controller takes control of said at least one navigational control after said compared data has remained beyond said ~~defined value~~ predefined deviation for a predetermined amount of time.

63. (Previously Presented) The method as defined in claim 44, including a transmitter that transmits real time navigational data of said aircraft to a location remote of said aircraft during the time said navigational controller controls at least one of said navigational controls.

64. (Previously Presented) The method as defined in claim 44, including a fuel controller to at least partially expel fuel from said aircraft after said navigational controller controls at least one of said navigational controls.